

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

SUBJECT: SAN DIEGO PORT POLICY
POLICY NO.: 700-20
EFFECTIVE DATE: May 6, 1996

PURPOSE:

To provide for a comprehensive policy statement which will serve as a guideline for the San Diego City Council, its appointed representatives and the San Diego City-appointed Port Commissioners in the execution of their duties. The importance of a City Port Policy is based upon the facts that: the City of San Diego is the largest of the port cities; port tenants within the City limits produce 90 percent of all jobs and payrolls in the port; the leaseholds generate 90 percent of all Port District revenue; the combined economic activity of the port creates over 25 percent of San Diego's Gross Regional Product; the bay is a wildlife habitat, a major scenic and tourist attraction, a big factor of the city's public image, and is the city's front yard.

SCOPE AND LIMITATION OF POLICY:

This policy shall be strictly limited to giving guidance and support to the San Diego Unified Port District for those matters which are exclusively within the jurisdiction of the San Diego Unified Port District, as that jurisdiction is expressly set forth and defined in state law.

It shall also be the policy of the City of San Diego to retain and exercise exclusive territorial jurisdiction over those tidelands and submerged lands for which the State of California has historically recognized the City of San Diego as the Local Grantee and which were not included as part of the lands conveyed to the San Diego Unified Port District upon its creation in 1962.

GENERAL POLICY:

To support the State of California Policy and Port Act Purposes relating to the creation of the San Diego Unified Port District, paraphrased:

"To develop the harbors and ports. . . for the multiple purpose of the people."

"A port district for the acquisition, construction, maintenance, operation, development and regulation of harbor works and improvements, including rail, water and terminal facilities, for the development, operation, maintenance, control, regulation and management of the Harbor of San Diego upon the tidelands and lands lying under the inland navigable waters of San Diego Bay, and for the promotion of commerce, navigation, fisheries and recreation thereon . . ."

A. POLICY GOALS:

1. Land and economic development for the Bay should be sustainable. Our use of the Bay should not impair future generations ability to use the Bay.
2. To foster the economic health of the tidelands, recognizing that the tidelands businesses are a major

economic force in the region.

3. To maximize the regional benefits of the Port District by emphasizing the role of San Diego's harbor in promoting job generation.
4. To develop, maintain and implement a long-term comprehensive strategic plan recognizing that the tideland assets of the Bay are limited and that their uses must be optimized to satisfy the commerce, navigation, fisheries, and recreation needs of the region while also protecting the scenic, tourism, water quality, and wildlife assets of the Bay, on which the region depends.

B. ECONOMIC OBJECTIVES:

1. To urge the Port to develop an economic strategic plan to guide the long-range development of San Diego Harbor in cooperation with the Navy, port cities, business and community organizations.
2. To support the Navy's presence, recognizing its status as the major user of the Port and for the jobs they create, and to facilitate the development of San Diego Harbor as a "mega port" for the Navy through cooperative planning and development activities.
3. To provide for a balance between the industrial trade and tourism/commercial serving uses of the tidelands recognizing "job generation" as a criterion in addition to land use.
4. To promote the economic health of port tenants by encouraging the Port to maintain a rent structure which is regionally competitive and market sensitive.
5. To encourage the re-use and, if appropriate, the conversion of vacant or under utilized industrial and commercial leaseholds to maximize regional economic opportunities.
6. To encourage private investment on Port lands over public investment; allowing public investment only where it does not compete with the private investment of port tenants and further, to encourage the Port to use its resources to support future infrastructure development.
7. To urge the Port to: reinvest in the harbor's deep-water assets to strengthen San Diego's competitive position in the expanding Pacific Rim water-borne trade; work proactively with cities, CALTRANS, MTDB and railroad operators to cooperatively develop road and rail access to the waterfront; develop Cruise Ship Terminal; and optimize the use of Lindbergh Field to support commerce.
8. To support the aggressive marketing of The Port of San Diego, i.e.: encouraging private investment in international trade activities; promoting tidelands industries through trade shows and trade missions; and by continuing to study and publish about the economic impact of the port upon the region.
9. To stimulate tourism by: expanding the convention center; increasing cruise ship calls in San Diego; utilizing aggressive marketing and special events programs; and optimizing the use of Lindbergh Field Terminals to promote San Diego to visitors.
10. To urge the Port to cooperatively plan and develop the San Diego waterfront with the City of San Diego and its Redevelopment Agency, recognizing the respective responsibilities and authority of each organization.

C. ENVIRONMENTAL OBJECTIVES:

1. To encourage a collaborative approach among the Port, its tenants, port cities and regional regulatory

agencies on issues of environmental management, preservation, restoration, mitigation and cost effective clean-up.

2. To avoid any further net loss of wildlife, wildlife habitat value, or wildlife support function of the Bay or tidelands.
3. To work with the Federal and State agencies to establish a sufficient wildlife refuge system in the Bay to protect, restore, and manage the wildlife resources of the Bay.
4. To promote and support programs for tenants and tidelands industries to reduce: use of toxic materials; generation of hazardous waste; and emissions of toxic and carcinogenic materials to air; land and water.
5. To facilitate a cooperative approach among the Navy, Port and civilian tenants and community organizations for dredging projects, and their technology and mitigation.
6. To join with other jurisdictions and the private sector in the legislative advocacy program promoting a workable and comprehensive approach to the implementation of the Clear Air and Clean Water Acts and other environmental regulations and laws to more efficiently and effectively protect the Bay's environmental resources.
7. To work cooperatively with all affected public and private entities in the region to provide for the control of industrial and non-point source water pollution and industrial and incidental air pollution.
 8. To develop and implement both structural and educational measures for the reduction of urban runoff pollution.
9. To develop policies and commit resources required to improve the water quality in the Bay so that the fish in the Bay are safe to eat, the water is safe for water contact recreation, and there is support for the full range of wildlife which depends on the Bay.

D. RECREATIONAL OBJECTIVES

1. To increase access and facilities in the north and central portions of the Bay for both visitor and small boat recreation such as picnicking, wading, walking, water skiing, personal water craft, sailboats, kayaks, etc. to promote tourism, recreation, and to ease the pressure on more environmentally sensitive areas of the Bay and on other overloaded recreational waters.
2. To provide for natural resource oriented, non-disruptive, passive recreational facilities and interpretive facilities on the margins of the southern portions of the Bay and other scenic and wildlife rich portions of the Bay.

E. REVISIONS/UPDATE:

1. The Port Policy shall be reviewed and updated every four years at a minimum or more frequently if compelling circumstances necessitate it.

HISTORY:

"Federal Grants For Urban Renewal"

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Adopted by Resolution R-190326 05/09/1967
Repealed by Resolution R-253999 04/13/1981
"San Diego Port Policy"
Adopted by Resolution R-254334 07/25/1994
Amended by Resolution R-286212 08/07/1995
Amended by Resolution R-287279 05/06/1996